

Ward 6 Staff



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Ward 6 Newsletter

Tucson First

September 26, 2016

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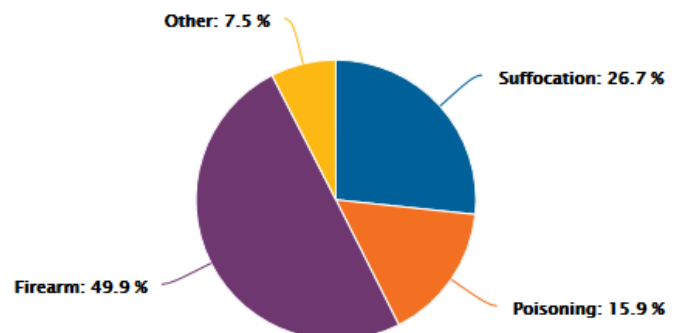
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Last weekend in Philadelphia, another shooter went on a rampage and ended up killing one while wounding five. And in Burlington, Washington a shooter killed five people and wounded another in a Macy's department store shooting. That guy is still at large.

Also last weekend, the National Shooting Sports Foundation decided it was time they began to address suicides in which the person used a firearm to take his or her own life. They finally acknowledged there might be a problem when nationally the CDC reports about 11,000 gun homicides, and 21,000 gun suicides.

Suicide Deaths by Method, 2014



Source: American Foundation for Suicide Prevention



Important Phone Numbers

Ward 6 Office
791-4601

Tucson Police
Department
911 or nonemergency
791-6813

Water Issues
791-3242/800-598-9449
Emergency: 791-4133

Street Maintenance
791-3154

Graffiti Removal
792-2489

Abandoned
Shopping Carts
791-3171

Neighborhood
Resources
837-5013

SunTran/SunLink
792-9222
TDD: 628-1565

Environmental
Services
791-3171

Park Tucson
791-5071

Planning and
Development
Services 791-5550

Pima Animal Care
Center
724-5900

Pima County Vector
Control
Cockroaches 724-3401

Continued: A Message From Steve

Last year, I reached out to local gun store owners and asked if they'd like to find common ground on a gun-related issue by hanging some emergency help/suicide prevention hotline information in their stores. The idea got zero traction with the store owners. Maybe they'll choose to listen to the NSSF and do the responsible thing.

On a related note, on Sunday I was honored to join with local bands and residents at the Concert Across America. It was Tucson joining dozens of other jurisdictions across the country in remembering victims of gun violence and calling on Congress to get some rational gun safety legislation adopted. I'd include in that funding for mental health treatment. That, along with background checks, would make a difference. We'll see what they do. Early voting starts in a couple of weeks.



Here's a final reminder of this week's forum on end-of-life issues, specifically the notion of the State of Arizona adopting legislation to allow people with terminal illnesses the option of having medication prescribed that will accelerate their death. It's a truly timely and truly tough issue.

Medical Aid in Dying

A Community Conversation, an Exploration of Diverse Viewpoints

September 28, 2016 – 6:00 p.m.

University of Arizona Medical Center - DuVal Auditorium,
1501 N. Campbell Ave. Tucson, Arizona

Join us for an informative panel discussion moderated by

Richard Carmona, MD, MPH, FACS, 17th Surgeon General of The United States
and Distinguished Professor, University of Arizona

Panelists include:

Alan G. Molk, M.D., FACEP, Clinical Assistant Professor, Emergency Medicine, University
of Arizona College of Medicine-Phoenix Campus

Dr. Jim Nicolai, M.D., Associate Medical Director at Casa de la Luz Hospice

Dr. Peter Brown, M.D., Medical Director Carondelet Hospice & Palliative Medicine

Kelly Davis, freelance journalist based in San Diego whose work focuses on the
criminal justice system and vulnerable populations. Ms. Davis' sister, Betsy Davis, was
one of the first patients to achieve a peaceful death through the recently enacted
California End of Life Options Act.

The event is free and open to the public. To ensure your seat, kindly RSVP to:
sandaschuldmann@gmail.com

The five people I've asked to serve as panelists will present a balanced set of viewpoints.
Former Surgeon General Richard Carmona will be the moderator. His job won't be to

advocate for one position or another, but to use his background and facilitate a robust discussion.

Panelists will include two local hospice and palliative care physicians who will suggest the prescribing of such meds violates their medical oath. Another physician on the panel who has worked extensively in emergency medicine will advocate in favor of the legislation, and in favor of prescribing end-of-life medications. Finally, the sister of a lady who just took advantage of a California End of Life law and self-administered life-ending drugs will also be on the panel. Just writing these descriptions affirms the difficulty of this issue.

Take a look at the flyer on the previous page for date, time, location, and some other information. I hope you can carve out time to take part.

Mesa Code Enforcement Presentation

Many thanks to Tucson Residents for Responsive Government (TRRG) for co-hosting a presentation from Mesa Code Enforcement staff last Thursday evening. And thanks are due to the city staffers who also took time to take part in the presentation. As I said in closing out the event, we've got some great staff who work in this area. We need to provide them the necessary tools so they can succeed.

One key to a successful code enforcement program is simply how the city defines and prioritizes that function. In Mesa they call themselves the 'city HOA.' I think it's an apt description of the department. Homeowners' associations adopt regulations and monitor for compliance. It's a good description of what our code enforcement division is charged with doing.

Mesa has a few pieces of process that differ from how we enforce our neighborhood preservation codes. One key is that they hire an independent contractor to serve as a hearing officer on code cases. Their citations are for civil offenses and the hearing officer adjudicates cases that aren't abated properly. The county does that locally – we don't. The strong consensus in the room was that we should.

In Mesa, the fees collected go right back into the code enforcement division's budget. That has helped them fund trucks so each of the code officers can effectively make rounds, and it has helped them to fund tools they loan out to help homeowners abate things such as weeds and make small home repairs. That part of the Mesa system seems to be working very well. We recently moved Code Enforcement into our Environmental Services department. E.S. is an enterprise unit, so plugging the code enforcement fees collected back into that operation makes sense.

Mesa also uses 'door hangers' when they go out for inspections. On those hangers is a listing of the various code provisions the property owner is responsible for adhering to. Those include things such as housing conditions, weed control, outside storage, clear alleys, commercial activity, and several more. The officer leaves the hanger on doors if nobody was at home when they made the inspection. The property owner then has 14 days to abate. The code officer can extend that for good reason for another 14 days, but beyond that requires supervisory approval. If the notice of violation is not taken care of, the civil penalty is \$250. They've achieved about an 80% success rate in abatements and collections.



Important Phone Numbers

**Senator John
McCain (R)**
520-670-6334

**Senator Jeff
Flake (R)**
520-575-8633

**Congresswoman
Martha McSally (R)**
(2nd District)
(202) 225-2542
Tucson Office: 520-
881-3588

**Congressman
Raul Grijalva (D)**
(3rd District)
520-622-6788

**Governor Doug
Ducey (R)**
602-542-4331
Tucson office:
520-628-6580

**Mayor Jonathan
Rothschild**
520-791-4201

ZoomTucson Map
[http://
maps.tucsonaz.gov
/zoomTucson/](http://maps.tucsonaz.gov/zoomTucson/)

The single most important tool they have in Mesa that we don't have here is software that allows a case to be created when it's submitted online. Right now, our system is labor heavy, which becomes a problem when the organization isn't. Their software system allows their code officers to be much more efficient, and for a record of events to be created and tracked much more easily than our system allows.

I'm working with TRRG to do a follow-up meeting with city staff as a sort of debrief from the Mesa presentation. We can help our code inspectors by making some changes both in terms of how we do that business, and in terms of making sure they have the equipment they need to be successful.

It's always easy on paper – but we have the ongoing issue of not being able to identify the person responsible for code violations. That's the 'orphan dumping' challenge we face, and that we reviewed at last week's council meeting. To become more responsive in cleaning up furniture and other debris people just dump in alleys and public rights-of-way, we will start to contract with the Department of Corrections (DOC) to use inmate labor for clean ups. I'm supportive for several reasons.

First, the DOC does a thorough job of vetting the inmates before they allow them out in public for this sort of work. The safety of the general public is of primary concern. That's something I've personally spoken to our city manager about, and it is something he has addressed with DOC officials.

Another reason this is a good program is it provides us with needed labor resources at a price our budget can handle. If you've followed this newsletter for long, you're familiar with our budget challenges. This program is a good fit for what we have to work with from a fiscal standpoint.

Finally, the program gives inmates an opportunity to get out from behind bars and take some steps toward transitioning back into society. That humanitarian piece to the program carries its own level of importance.

Tucson and Illegal Dumping

We're also pursuing with a greater sense of urgency cleaning up debris dumped from what are largely student housing properties, both at the beginning and at the end of UA semesters. We define in our Code exactly what that 'dumping' is. This is wording from Tucson City Code, Chapter 16:

Tucson City Code, Chapter 16 - Neighborhood Preservation Ordinance (NPO), Article IV, Unlawful Acts, Section 16-33, "Placing refuse upon the property of another or public property; illegal littering or dumping prohibited; persons responsible."

- *Section 16-33 (a) states, "No person shall place any refuse upon any private or public property not owned or under the control of that person..."*

- *Section 16-33(b) states, "No person shall litter, discard refuse, or allow refuse to be discarded except at places and in the manner authorized in Chapter 15..."*

Section 16-3 contains the following definitions:

- *Debris means a substance of little or no apparent economic value, including but not*

limited to, deteriorated lumber, old newspapers, furniture parts, appliance parts, discarded sinks, cabinets, discarded household fixtures, car parts, tires, discarded clothing, abandoned, broken or neglected equipment, or the scattered remains of items.

• *Litter means to cause a condition of uncontained refuse, debris or trash.*

• *Refuse means all waste materials, including but not limited to greenwaste, garbage, waste generated by animals or pets, or recyclables.*

There is no definition of “trash” in the NPO.

In areas around campus, we’ve scheduled roll-offs to coincide with the beginning and end of UA semesters. Also in several neighborhoods around campus, we’re scheduling our Brush & Bulky service to coincide with those times. Those efforts will at least give the students and property owners a place to properly dump their discarded furniture. In addition, registered neighborhood associations can contact Environmental Services to request roll-offs for cleanup efforts, regardless of proximity to campus and regardless of time of year. There are some general guidelines you’ll need to follow so E.S. can keep up with the demand. Check out that program on the Environmental Service website.

I feel that the Mesa visit was largely a success. The extent to which that’s true will be a function of how well we as a governing body give staff the tools they needs to be that “Tucson HOA” many want us to become. More on this to come following the Ward 6, TRRG, staff debrief on last Thursday’s Mesa presentation.

Capital Needs

Just minutes before I opened up this program and started working on the newsletter, I answered a constituent’s question about residential road repair in a midtown neighborhood. It’s no surprise to anyone reading this that I believe we have got to continue investing in that work. I’ve previously shared with you my belief that we need to reauthorize the Prop 409 road bond money as quickly as possible so we don’t miss a step in the road repaving work we need to do. That’s one piece of the city capital needs discussion we’ll open up during our next council meeting.

Current Resources– FY 14-16 (3 years)

City resources expended on capital reinvestment and related needs FY 14-16 (estimated)

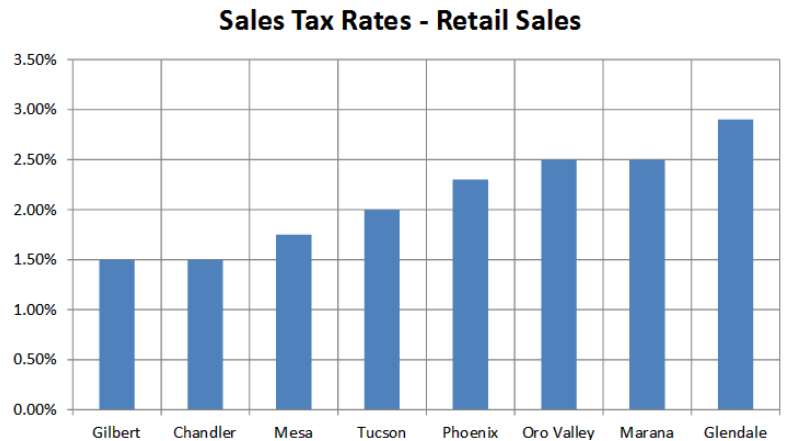
Functional Area	General Fund/ HURF	Grant/ Federal Funds	CDBG	Impact Fees	RTA	409 GO Bonds	3 Year Total	Need
Parks & Recreation	6,064,000	3,000	913,000	1,139,000	0	0	8,119,000	113,000,000
Police	4,975,000	2,270,000	0	2,681,000	0	0	9,927,000	85,000,000
Fire	2,864,000	340,000	0	1,715,000	0	0	4,919,000	114,000,000
Road Repair	925,000	0	0	0	0	58,124,000	59,049,000	700,000,000
Sidewalks & Connectivity	2,070,000	1,093,000	398,000	3,000	2,029,000	0	5,593,000	211,000,000
TOTAL	\$16,898,000	\$3,706,000	\$1,311,000	\$5,538,000	\$2,029,000	\$58,124,000	\$87,606,000	\$1,223,000,000

This table will be a part of that agenda item. It shows our estimated needs (in dollars), and

the various funding sources we've have at our disposal.

The conversation will begin with identifying which of those needs is a priority. For me, it's roads. Then we will have to talk about how we're going to fund the work. By Charter, we're at our sales tax limit. It will take a vote of the people to allow us to increase the 2% we're now collecting. Here's a comparison chart that shows where we are versus other Arizona jurisdictions.

Additional sales tax rate	Estimated annual amount raised
1/4 %	\$24m
1/2 %	\$48m
3/4 %	\$72m



Based on 2014 American Community Survey data, the average monthly income in Tucson is just over \$4K. Based on a 2014 Bureau of Labor Statistics study, we're spending about 36% of that on taxable goods. That means each household is spending about \$1,500 on taxable stuff. Do the math – a 2.5% sales tax will cost the average Tucson household just under \$8 more per month than they pay now. That's what a Charter increase of 1/2% will cost.

Now look back up at the needs list and start to think about where you'd put those extra dollars. Parks? Public Safety? I want roads to be funded by the extension of the Prop 409 property tax that you're already paying. Then there's the question of timing. When do these questions get to the ballot? March? May? Wait until next November? If we do that there will likely be competing tax questions on the ballot.

What if other partners begin to emerge and change the whole conversation? Lots of moving parts in this for us to consider. I'll be asking you about these questions when I come to your neighborhood meetings. The answer may ultimately be that we're taxed highly enough as it is, do the roads and fix the rest over time. Or it may be to split the allocation between needs. This all begins at our next council meeting. It's fundamentally important to how we attack the capital needs that exist throughout the city.

Reid Park Zoo and Solar

One example of where partners have indeed emerged to help with capital needs is the work we're seeing out at the zoo. Last week, I gave well-deserved kudos to the Tucson Zoological Society for the funding work they're doing related to our new zoo health facility. But they've also been instrumental in bringing TEP on board to help with solar power on that project, along with other facilities at the zoo.

Our zoo's Conservation Learning Center was the first Platinum LEED building constructed

in Southern Arizona. TEP partnered with us and the Tucson Zoological Society to provide solar power for that building. If you haven't seen it, you really should go out and take a look. Ask to see Vivian – she'll show you all around the place, and she'll rightfully brag on what we have and the community outreach it provides. In addition, the new elephant barn and keepers' offices for Expedition Tanzania got a solar boost thanks to the partnership. So that whole complex is generating power and providing a learning example for what can be done with solar in this region.

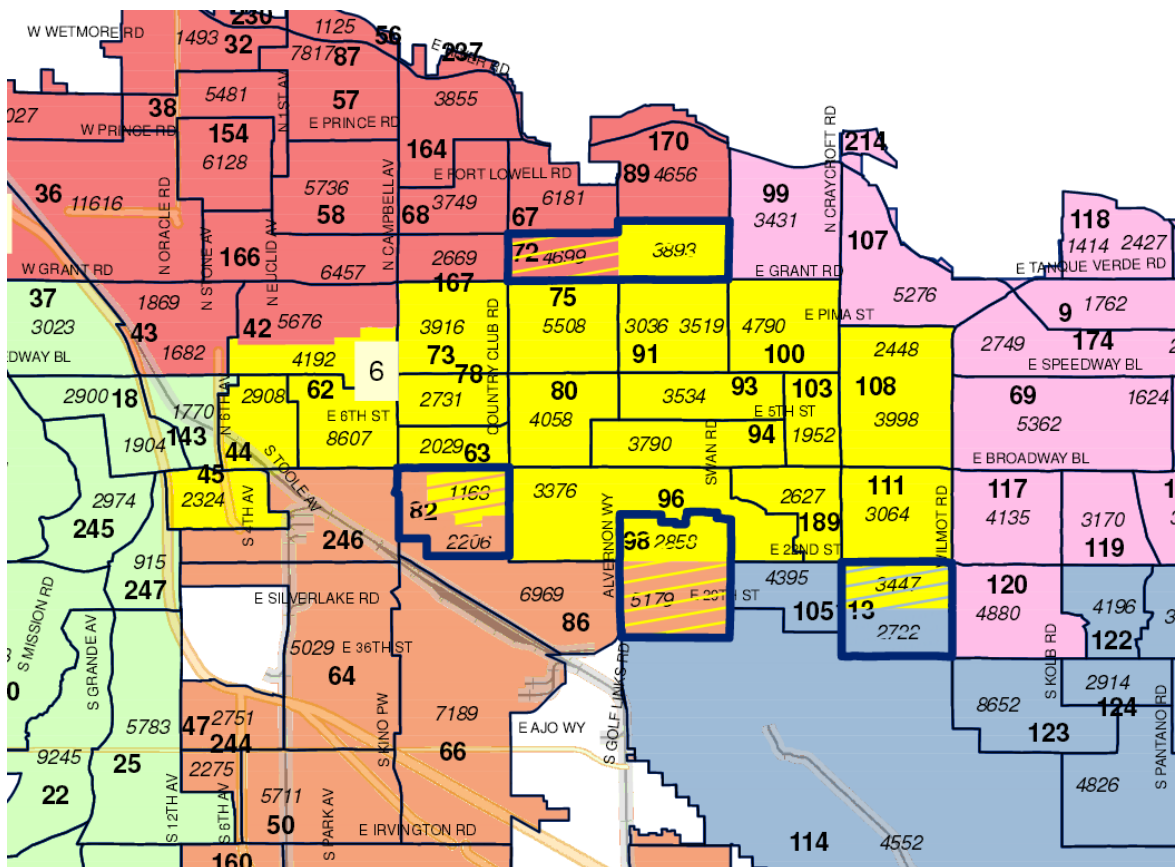
On the health center, we'll be contracting with Technicians for Sustainability, a local solar contractor, to install 63 modules to get that system up and running.

At this point we don't know who might step up and partner with some of our other capital needs, and if that will be in the parks area or elsewhere. But without these great relationships, we'd be able to offer fewer amenities the community than we're able to.

Redistricting of City Wards

Also elections-related is a desire on the part of the county elections people for us to redraw our ward maps. Their concern is that some of our voting precincts overlap ward boundaries. The new ward lines are intended to consolidate precincts so everyone in a given voting area is represented by the same council member.

We formed an advisory committee to look at maps and recommend some changes. Ward 6 is impacted most heavily. Here's a map that shows how and where:



I've lopped off much of the city because none of those areas are being considered for

changes. The areas that may be changed are shown with blue outlines at the edges of the yellow portion of the map. That yellow portion is Ward 6.

Changes are being considered for four neighborhoods. One is Broadmoor-Broadway, at the southwest corner of Broadway and Country Club. The proposal is to move it into Ward 5, to the south. There's also a proposal to move the area south of 22nd between Craycroft and Wilmot, which is not within the boundaries of a neighborhood association, into Ward 4.

Two different areas would come in to Ward 6. One, south of 22nd between Alvernon and Swan, contains the Naylor, Alvernon Heights, and Roberts neighborhood. They are currently part of Ward 5. North of Grant Road, the Doolen-Fruitvale neighborhood, which contains Doolen Middle School, and the Dodge Flower neighborhoods, northwest of Grant and Alvernon, would be added to Ward 6. Right now, both are in Ward 3.

Population balancing is generally the reason these types of moves are considered. But we just balanced that a few years ago after the census. Here's the population-by-Ward comparison:

Ward	Total Population	Target Population
1	86,819	86,730
2	86,236	86,730
3	83,972	86,730
4	90,409	86,730
5	83,909	86,730
6	89,036	86,730

As you can see, we're pretty close, so this current exercise is being driven by a felt need to consolidate a few voting precincts.

My opinion on this is that it's totally unnecessary. In fact, it's a disruption. People don't need to have their voting locations changed again. Nobody but the folks over at the county recorder's office much care which

precinct they're voting in – quick, what voting precinct do you live in? Much more important to me in all of this is maintaining the relationships we've developed over time with constituents and continuing to build on those. Unless I hear some compelling arguments that haven't emerged yet, I'll be recommending that we make no changes and keep these few precincts split between wards. If you look at the map, you'll see several other examples of that. If we're not consolidating those, let's leave the Ward 6 periphery alone, too.

That's my opinion. On Thursday of this week, you'll have a chance to share your own thoughts. A public hearing in front of the redistricting advisory committee will be held in M&C chambers beginning at 5:30 pm. You're welcome to go and take part in that discussion, or you can send your comments into the City Clerk and his office will get them to the committee. Email them to cityclerk@tucsonaz.gov, and make sure you indicate the comments are intended for the redistricting committee.

If you'd like to see the full map, go to www.tucsonaz.gov/clerks/elections. The link to the committee's recommendation is just above the middle of the page under "Election Information."



And before leaving the voting/elections topic, I want to remind you about this week's League of Women Voters TUSD Candidate Forum. Three seats on the school board are up for election. On Thursday the 29th, the League will host all of the candidates for a two-hour exchange on issues related to TUSD. The event will begin at 6:30 pm over at the YWCA – 525 N. Bonita. I'm sure they'll have voter registration materials at the event in case you need to renew yours.

Transit Fares

On Tuesday we closed the discussion on bus fares by adopting a hybrid of even the last published proposal. No increases will take effect until January 1st, 2017. The following round won't kick in until January 1st of 2018. I asked during the meeting when the Teamsters labor agreement expires – July of 2017 – to ensure we have it on the record that if there's another strike, we would have an opportunity to rethink whether or not to continue with the 1/1/18 increases.

Here's the proposal we were given to consider as we started deliberations last Tuesday.

Comparison of Additional Revenue ST & SV	FY 17 (9/12ths)	FY18	Total (2 years)
City Manager's Recommended	443,010	1,471,500	1,914,510
Proposed 9/20/16 Option	622,663	1,288,597	1,911,260
Difference	179,653	(182,903)	(3,250)
Percentage of City Manager's	41%	-12%	0%

Revenue Forecast	FY 17 (9/12ths)	FY18	Total (2 years)
No Change in Fares	8,861,265	12,326,700	21,187,965
City Manager's Recommended	9,304,277	13,798,195	23,102,472
Proposed 9/20/16 Option	9,483,928	13,615,297	23,099,225

Note: FY17 figures assume increase effective October 2016. FY18 is an annualized figure.

Proposed 9/20/16 Option Fare Table

	Current	Proposed Multiplier	FY 2017	2018
SUN TRAN FARES		using Base Fare		
SINGLE TRIP FARES				
FULL FARE (Cash), surcharge \$0.25	1.50	N/A	1.75	1.85
BASE FARE (Stored Value)	1.50	Base Fare	1.50	1.60
ECONOMY FARE (Cash), surcharge \$0.15*	0.50	0.50	0.75	0.75
ECONOMY FARE (Stored Value)	0.50	0.50	0.60	0.75
EXPRESS FARE (Cash and Stored Value)*	2.00	1.50	2.25	2.35
PERIOD PASSES				
DAY PASS	3.50	2.50	3.75	4.00
DISCOUNTED DAY PASS*	1.75	1.33	2.00	2.05
30 DAY PASS	42.00	30	45.00	48.00
ECONOMY 30 DAY PASS*	15.00	15	22.50	22.50
EXPRESS 30 DAY PASS	56.00	40	60.00	64.00
UA/PCC BASE FARE SEMESTER PASS	173.00	120	180.00	192.00
UA/PCC SEMESTER EXPRESS PASS	230.00	160	240.00	256.00
UA ANNUAL BASE FARE PASS	413.00	320	450.00	480.00
UA ANNUAL EXPRESS PASS	550.00	380	570.00	608.00
SUN VAN FARES				
REGULAR FARES				
ONE WAY	3.00	2.00	3.00	3.20
LOW INCOME FARES				
ONE WAY	1.00	1.00	1.50	1.60

SUN VAN FARES OPTIONAL ADA FARES				
REGULAR FARES				
ONE WAY (\$2 fee in FY2017, \$2.5 in FY2018 - rounded to nearest dollar)	3.00	Fee	5.00	6.00
LOW INCOME FARES				
ONE WAY (\$2 fee in FY2017, \$2.5 in FY2018 rounded to nearest dollar)	1.00	Fee	3.50	4.00
After multiplier is applied, day pass is rounded down to the nearest nickel.				
After multiplier is applied, 30-day, semester and annual passes are rounded down to the nearest fifty cents.				
*For FY2018, a Title VI fare equity analysis is required to fully implement fare multiplier				

The changes we included at the dais are the dates at which the new rates will take effect (kicking them back by 6 months), and also a reduction in the proposed 30 day economy pass. On the table above, it's shown as going to \$22.50. We dropped that to \$18. Also, the full fare shown in '18 as going to \$1.85 will instead stay at the new \$1.75 rate. We also had a clerical error corrected on the UA Annual Pass. Instead of the multiplier being 320, it should be 300. That makes the rest of the math work out.

Our bus fares are not excessive. This chart shows how we compare to peer cities around the state:

	Base Fare	Discount Fare	Reduced Fare Qualification	Transfers	Day Pass	Discount Day Pass	Restriction
Tucson	\$1.50	\$0.50	Low Income 65+ Disabled Medicare Cardholders	Free	\$3.50	\$1.75	Through agency only
Tucson after FY 2017, FY 2018 increases	\$1.60 \$1.85	\$0.75	With SunGo card only \$0.25 Cash surcharge Low Income 65+ Disabled Medicare Cardholders	Free	\$4.00	\$2.05	Through agency only
Phoenix (Valley Metro)	\$2.00	\$1.00	65+ Disabled Medicare Cardholders Under 18	None	\$4.00 \$6.00	\$3.00 \$2.00	Purchased on Bus Purchased on Bus 65+ Disabled Medicare Cardholders Under 18
Sierra Vista	\$1.25	\$0.75	65+ Disabled Students	None	\$3.00		65+ Disabled Students
Flagstaff	\$1.25	\$0.60	65+ Disabled Medicare Cardholders Under 18	None	\$2.50	\$1.25	65+ Disabled Medicare Cardholders Under 18

	7-Day Pass	Reduced 7-Day	15-Day	Reduced 15-Day	31-Day Pass	Reduced 31-Day Pass
Tucson					\$42.00	\$15.00
Tucson after FY 2017, FY 2018 increases					\$48.00	\$22.50
Phoenix (Valley Metro)	\$20.00		\$33.00		\$64.00	
		\$10.00		\$16.50		\$32.00
Sierra Vista					\$40.00	\$24.00
Flagstaff					\$34.00	\$17.00

I believe the new bus fares are sensitive to the needy in our community, and that they infuse into the system the money we need in order to make the upgrades riders have asked for. For me, those were key to agreeing to these new fares. They include:

- Enhancements to our bus shelters.
- Distributing SunGo cards for free, one per year.
- Increasing the commission we pay to businesses who distribute the SunGo cards from 1% up to 4%. We're hopeful that will attract more sites at which people can buy the cards.
- Initiating one of the important Transit Task Force proposals: stored value bonuses. You load \$20 onto your SunGo card and you get \$25 worth of rides. Getting away from cash payment will make boarding more efficient, and the new stored value bonus will serve as an incentive to get people away from paying cash at the time of boarding.
- Improving more routes – decreasing wait times.

TDOT and Sun Tran have identified some routes for upgrading. They're consistent with the notion of building a tight, highly efficient, and well connected network in densely populated areas of town that have high ridership. I'm hopeful that building those improvements into the system will both recover some of the riders we lost during last year's strike, and also attract new 'choice' riders to the system.

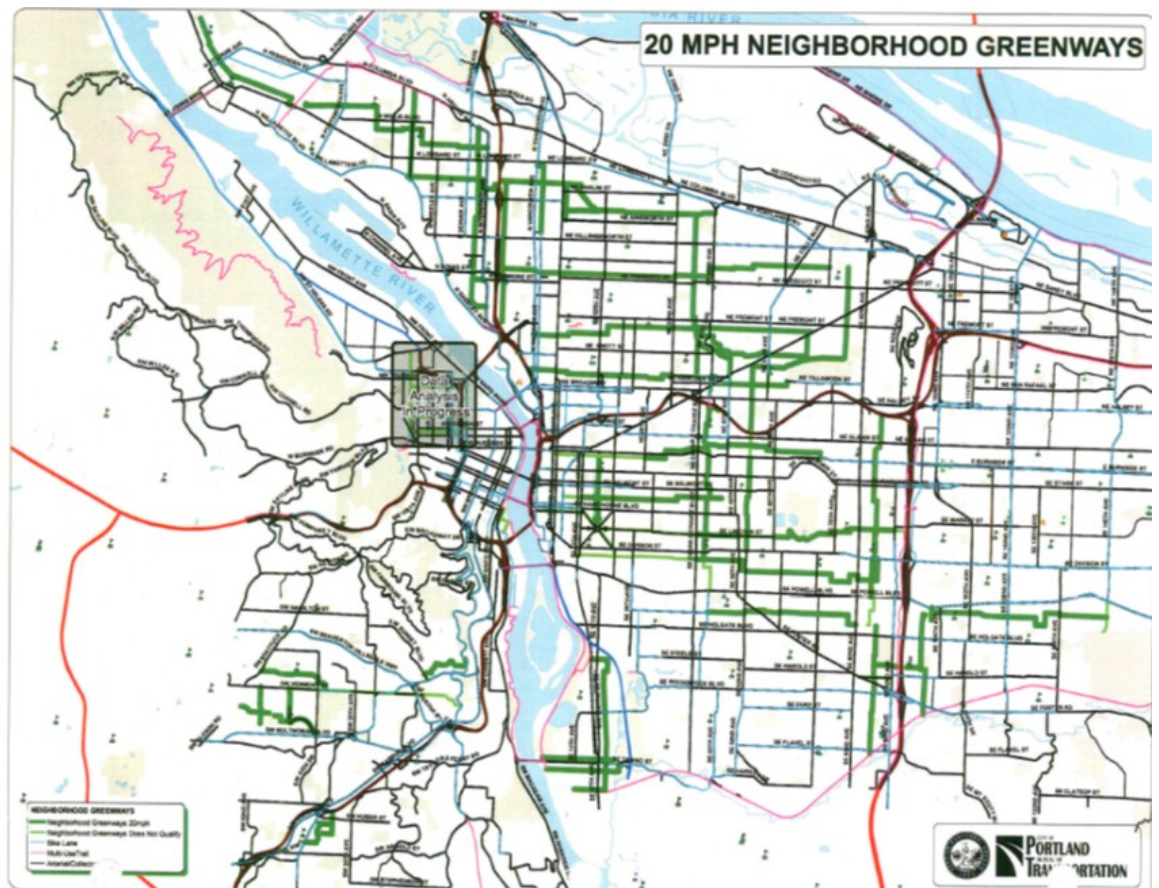
This was a long process, but I believe the result is fair to riders, will be positive for the system, and help with our budget needs. You've seen this table before – it shows how the various options we were considering would/will affect the budget. We went with Option 4, but with those few changes I noted above, so the 'total revenue' cell shown will be slightly different than the projection.

Additional Revenue			
Fare Option	FY 2017 (3/4)	FY 2018	Total Revenue
Option 1	\$443,010	\$1,471,500	\$1,914,510
Option 2	\$181,341	\$408,325	\$589,666
Option 3	\$504,606	\$1,481,960	\$1,986,566
Option 4 (9/20/16)	\$622,663	\$1,288,597	\$1,911,260
Transit Task Force	\$116,841	\$657,075	\$773,916

Another Travel Mode – Bike Boulevard Speed Limits

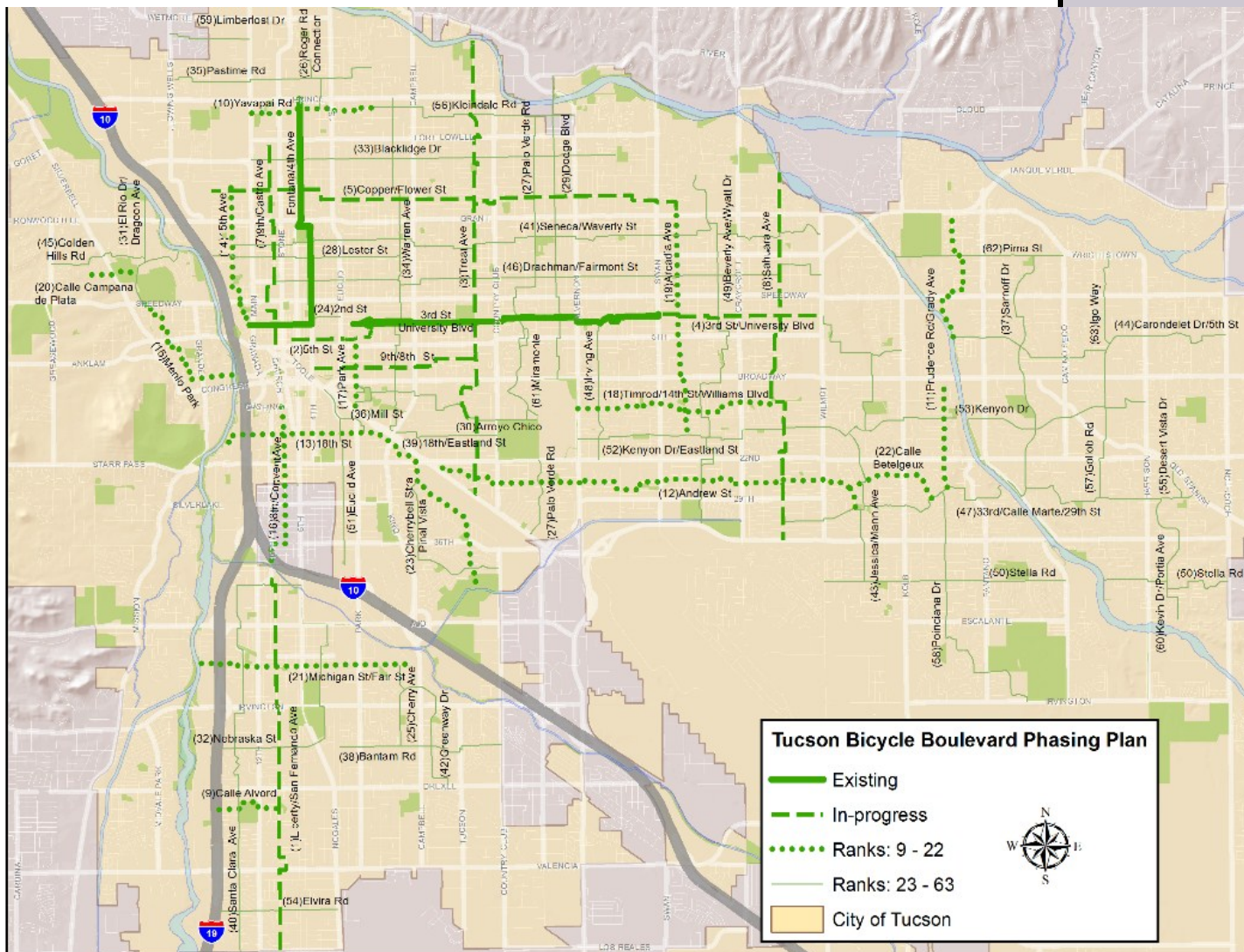
Last week, I shared the idea of reducing the speed limit on the 3rd Street Bike Boulevard by 5 mph. Since then, I've had to clarify that the limit is for both bikes and for cars, not just for the two-wheelers.

The idea is founded on studies done in Portland, Oregon, and in cities in Europe. Portland has an extensive bike network, so theirs is a well-documented experience with changing speeds on bike routes. This is a map of the bike system that exists in Portland:



They call them ‘greenways,’ but they’re the analog of our Bike Boulevards. In fact, in the

ordinance they passed in 2012 to put the speed reductions into place, they refer to the system as a 'low-stress network of neighborhood greenways.' For comparison, this is what we have. Only the bold green lines are already established Boulevards, and I'm only asking for the one on 3rd Street to be used as a pilot program. I'd of course welcome expansions if other council members would like to make that suggestion. My focus was on the most complete Bicycle Boulevard that exists in Ward 6.



The city of London has had 20 mph residential zones for over 20 years. They've seen a 40% reduction in traffic injuries and death as a result. When Portland adopted its ordinance, they referenced studies showing a survival rate of 95% if a person is hit by a car that's travelling 20 mph, but that reduces to 60% if the car is going 30 mph. Based on both studies, and on intuition, this change will make our Bike Boulevard system safer for everyone.

When Portland adopted its 20 mph zones, it also included some new pavement markings to signal an increased number of bikes/peds in the areas. I'll be interested in hearing from our TDOT people whether they feel that's an added touch we should consider when making this change. The item is coming on the October 19th study session.

Parking Meters

Last week, we also moved forward with the Tucson Change Movement program that was proposed and developed by John Jacobs and the Downtown Merchants Council. Since they began talking about the idea, both the 4th Avenue and Main Gate commercial districts have joined in.



The idea is simply to have our Park Tucson folks install highly visible meters to collect money for homeless services. (Brightly painted – not to be confused with regular parking meters. When the system is up and running, please note the difference in appearance so you’re not feeding the wrong one and leaving a public relations issue to deal with.) Our current parking meter vendor, IPS Group, will produce 20 of the meters. They will be able to take credit cards as well as change.



Money collected from the new meters will be collected by Park Tucson, sequestered into an account specifically for this program, and allocated by a committee formed in cooperation with the Community Foundation of Southern Arizona (CFSA). That committee will be made up of merchants from the three commercial districts, someone from each

council office, and the CFSA folks. The anticipated cost to Park Tucson for the installation is going to be around \$5K, and they expect to absorb another \$3K annually in added costs associated with collecting the donations.

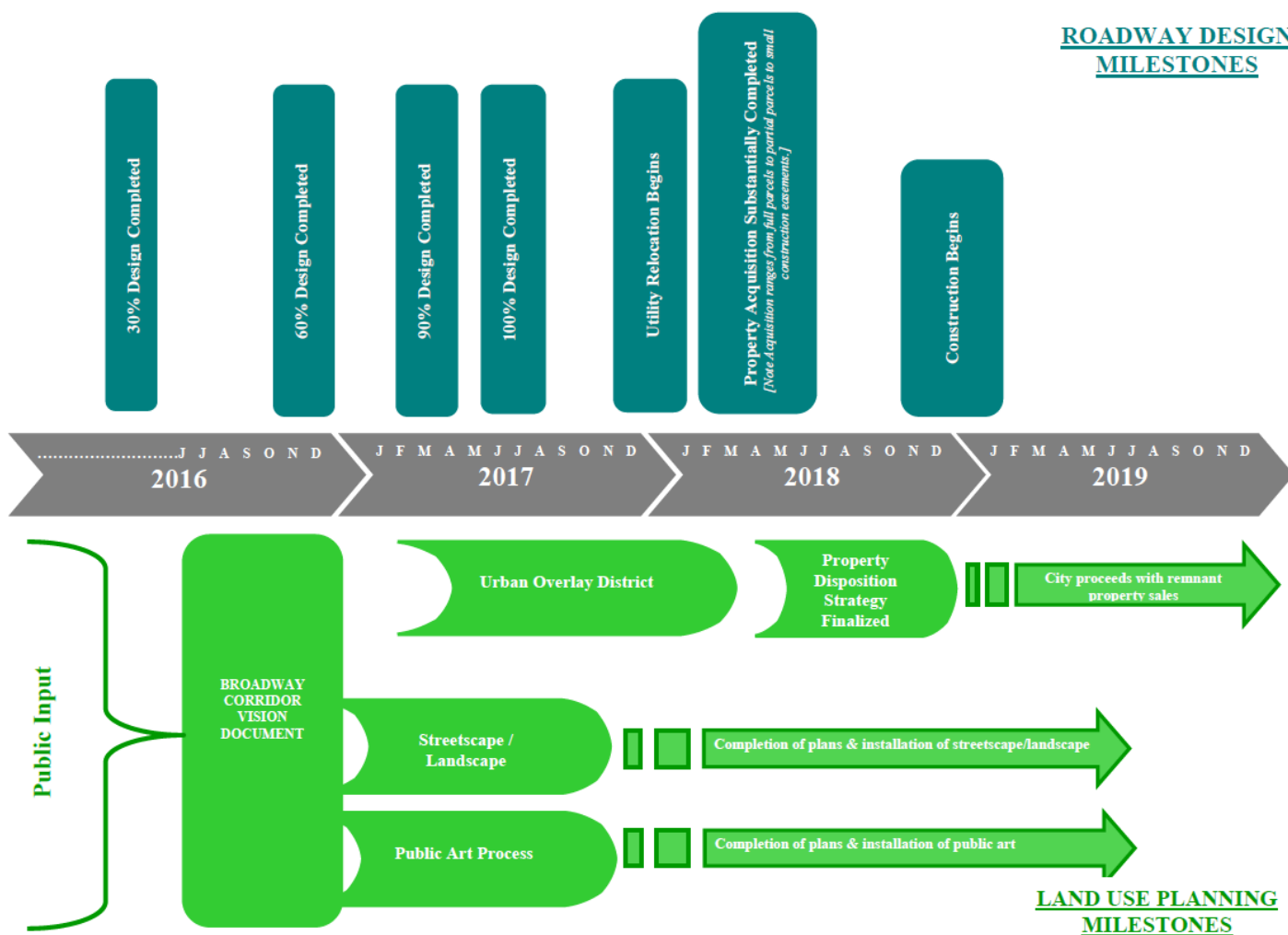
The idea for this program began back when the city was wrestling with the pods and tents strewn along the sidewalks downtown. The business owners wanted us to clear the right-of-way, but they didn’t want to wear the label of being uncaring. It’s to their credit that this program is about to go live – both in terms of working out the details related to how it will function, and in terms of it demonstrating a concern for the needy in our community.

Broadway Update

When we talked about this agenda item last Tuesday, Ch. 12 was off the air. The *Star* didn’t report on it. As a result, nobody but those of us who were in council chambers is aware of the exchange. I’ll try to fill in some information here as I believe there’s a fairly broad community interest.

The reason I called for this discussion was to clarify when property owners will be brought together in groups and given land use options, when we’ll address the outside-of-the-curb line land use design, and to get an update on some of the issues M&C identified as concerns when the 30% design was adopted. I’ve shared the flowchart on the next page before – it shows land use being discussed when the project is 90% designed.

Mayor & Council Memorandum re Broadway Land Use
ATTACHMENT



I think most people would consider that a more important conversation to have early in the process than drawing up a “vision document.” In fact, it’s my belief the land use should have driven the alignment. Now, it’s the reverse. Hopefully based on last week’s discussion we’ll see that item accelerated in the process.

When we adopted the 30% design, M&C asked for updates on issues related to bus pullouts, lane widths, and other items that affect the cross-width of the road. This was to be our first update. I guess it’s fair to say I came away from Tuesday’s exchange feeling the same sort of frustration I’ve had with the entire Citizen Task Force process. Some rather significant *differences in recollection* of previous conversations made things a bit heated at times.

You’ve seen this chart – it shows where bus pullouts are right now programmed into the Broadway widening project. The yellow highlighted cells are pullouts that do not meet either the RTA or city requirements for making the investment in right-of-way and construction of a pullout.

			Origin:		CoT & RTA		CoT & RTA		CoT & RTA		Total		Pre-existing Bus Pull Out?	30% Design Notes	
Stops	Stop Abbr	Stop Name	Ons	Offs	High Activity Bus Stop (100+)?		Far-Side of an Intersection?		Is/Will be a Signalized Intersection?		Y	N			
1	BRCA(NW)	Broadway/Campbell	113	84	197	Y	Y		Y		5	0	1	Y	Full Pullout
	BRCA(NW)	Broadway/Campbell	54	43	97	N	Y		Y		4	1			
2	BRCA(SE)	Broadway/Campbell	87	98	185	Y	Y		Y		5	0		Y	Full Pullout
	BRCA(SE)	Broadway/Campbell	51	79	130	Y	Y		Y		5	0			
3	BRCC(NE)	Broadway/Country Club	117	109	226	Y	N		Y		4	1	2	N	Full Pullout
4	BRCC(NE)	Broadway/Country Club	95	58	153	Y	N		Y		4	1			
	BRCC(SE)	Broadway/Country Club	100	84	184	Y	Y		Y		5	0		N	Full Pullout
BRCC(SE)	Broadway/Country Club	59	71	130	Y	Y		Y		5	0				
5	BRCY(NW)	Broadway/Cherry	36	31	67	N	Y		N		3	2	3	N	Full Pullout
6	BRCY(NW)	Broadway/Cherry	16	10	26	N	Y		N		3	2			
	BRCY(SE)	Broadway/Cherry	39	49	88	N	N		N		2	3		N	Partial Pullout
BRCY(SE)	Broadway/Cherry	11	28	39	N	N		N		2	3				
7	BREU(NW)	Broadway/Euclid	40	205	245	Y	Y		Y		5	0	4	Y	Dedicated Lane
8	BREU(NW)	Broadway/Euclid	15	163	178	Y	Y		Y		5	0			
	BREU(SE)	Broadway/Euclid	132	45	177	Y	Y		Y		5	0		Y	Full Pullout
BREU(SE)	Broadway/Euclid	126	22	148	Y	Y		Y		5	0				
9	BRHI(NE)	Broadway/Highland	25	26	51	N	N		Y		3	2	5	N	Partial Pullout
10	BRHI(NE)	Broadway/Highland	10	20	30	N	N		Y		3	2			
	BRHI(SE)	Broadway/Highland	27	38	65	N	Y		Y		4	1		N	Partial Pullout
BRHI(SE)	Broadway/Highland	14	11	25	N	Y		Y		4	1				
11	BRSR(NW)	Broadway/Santa Rita	56	27	83	N	Y		N		3	2	3	N	Stop No Longer there Middle of Park and Highland
	BRSR(NW)	Broadway/Santa Rita	22	25	47	N	Y		N		3	2			
	BRPK(NW)	Broadway/Park Av	30	46	159	Y	Y		N		4	1		N	Full Pullout
	BRPK(NW)	Broadway/Park Av	2	35	84	N	Y		N		3	2			
12	BRFR(SE)	Broadway/Fremont	36	45	81	N	Y		N		3	2	4	N	Stop No Longer there Moved West to Park (see below)
	BRFR(SE)	Broadway/Fremont	28	26	54	N	Y		N		3	2			
	BRPK(SE)	Broadway/Park Av	-	-	81	N	N		N		2	3			
	BRPK(SE)	Broadway/Park Av	-	-	54	N	N		N		2	3			
13	BRPL(NW)	Broadway/Plumer	44	54	98	N	Y		Y		4	1	5	Y	Full Pullout
14	BRPL(NW)	Broadway/Plumer	41	26	67	N	Y		Y		4	1			New Signal
	BRPL(SE)	Broadway/Plumer	32	52	84	N	Y		Y		4	1		N	No Pullout
BRPL(SE)	Broadway/Plumer	16	28	44	N	Y		Y		4	1				
15	BRTR(NW)	Broadway/Treat	11	18	29	N	N		N		2	3	6	N	Partial Pullout
16	BRTR(NW)	Broadway/Treat	9	5	14	N	N		N		2	3			
	BRTR(SE)	Broadway/Treat	11	15	26	N	Y		N		3	2		N	Partial Pullout
BRTR(SE)	Broadway/Treat	5	6	11	N	Y		N		3	2				
17	BRTU(NW)	Broadway/Tucson	58	55	113	Y	Y		Y		5	0	7	N	Full Pullout
18	BRTU(NW)	Broadway/Tucson	49	42	91	N	Y		Y		4	1			
	BRTU(SE)	Broadway/Tucson	64	48	112	Y	Y		Y		5	0		N	Full Pullout
BRTU(SE)	Broadway/Tucson	16	17	33	N	Y		Y		4	1				

Here are the criteria.

1. The RTA Criteria for Bus Pullouts are:
 - a. Located on arterial and collector streets
 - b. Located at signalized intersections
 - c. Located on the far side of an intersection
 - d. Located at stops where the combined passenger entry and exits are 100 or greater
2. The City Of Tucson Criteria for Bus Pullouts are:
 - a. Major Roadway Projects
 - b. At high activity stops (over 100 on/off boardings)
 - c. Located at the far side of a signalized intersection.

I won't rehash the area of disagreement we exposed during the study session, but I will say we came away from last week with a commitment on the part of the design team to take another look at where the pullouts are programmed to see if they are in fact necessary.

Transit advocates do not want buses to have to leave a travel lane and then merge back into traffic after boarding is completed. The merge is seen as less safe than stopping in the drive lane, and it slows down transit times. The RTA takes the position that when they

‘agreed’ to narrow the Broadway project from eight lanes to six, implicit (never explicit) in that was the idea that the remaining six lanes would prioritize auto traffic. Thus, the pullouts.

I’ll leave the timing and safety studies to others, but the point I made at the study session is that design considerations should be left to the Lead Agency, the city, not to a regional group, the RTA. We don’t and shouldn’t design the roads that are being built up in Marana. Neither should they have a voice in how we design our road system. That difference of opinion was not resolved on Tuesday.

For now, the design team will continue to work on the 60% construction drawings. The reality is that the changes being considered from the 30% are in areas such as utility placement, drainage, elevations and those sorts of engineering considerations. Based on Tuesday however, we will be expecting the Vint Group to be engaged one more time on a land use idea related to Solot Plaza. And we will be expecting a revisit of the bus pullout locations.

Of considerable importance to me is to see that the joint property owner meetings are conducted, and that they’re conducted in ways that bring the owners together with staff who are in a position to identify ways they can work together. Staying viable as businesses is the goal, not simply accepting as a *fait accompli* that they’re doomed to being bought out and having their buildings taken over by the city.

The RTA public vote on Broadway that took place back in 2006 was based on what everybody now agrees was flawed traffic data. That fact underlies my objections – and the objections of many others – that this project’s designed is unnecessarily costly in many ways.

Bridge Rescue for Dogs (BRDG)

First, I want to give this public thanks to the staff out at Pima Animal Care Center (PACC) for helping out in a significant way last week when I worked with them to foster out some cats (yes, cats) that had ended up at their place after being rescued from a hoarder in midtown. Justin Gallick and Kim Janes worked quickly and with compassion to help get the cats into the home I had identified for them.

Another opportunity for PACC to relieve some of their over-capacity condition comes through the great work of BRDG. The Bridge Rescue group was founded in 2014, and it has been working in Tucson since then as a foster-based dog rescue group. (Yes, dogs. I’m redeemed.)

BRDG is non-breed specific. They’ll help find homes for strays, abandoned, abused – any pup that needs some TLC is on their radar screen. They get many from PACC when the dog has been placed on the ‘short-term rescue list’ – meaning that if a home isn’t found, the dog will be euthanized.

As is true of other rescues throughout the community, BRDG provides all the medical care their animals need. They also work on socialization skills that their new pups need after the trauma many of them have experienced. They wouldn’t be able to do what they do without

the support of local veterinarians, and most especially without the foster homes that partner with them.

Coming up on October 22nd, BRDG is hosting a large fundraiser. I'm attaching the flyer so you can see the promotion – where/when – and hopefully get connected with the group. We will likely never have enough rescue groups working in the community, so I'm happy to share Bridge Rescue with you as one you might consider linking arms with in their work.

October 22, 2016
6-9pm
\$40/ticket

Bridge
Rescue's
Day of the Dog

Masquerade Gala
at Harlow Gardens

DINNER CATERED BY FEAST
UA ALUMNI BAND
SILENT AUCTION

Harlow gardens

BRDG
BRIDGED BETWEEN HUMANS & DOGS

Harlow Gardens 5620 E Pima St
FOR TICKETS & INFO 520 - 298 - 3303
BRIDGERESCUE.ORG

Local Tucson - Downtown Tucson Partnership

I'm closing this week with a Welcome to Tucson note to the newly appointed chair of the Downtown Tucson Partnership (DTP). Kathleen Ericksen was hired last week. When I called to congratulate her, she was packing and getting ready for the drive from Michigan.



Kathleen will be taking over on October 1st for Michael Keith. It should not go without noting that Michael and I have been working together for the past six years on the revitalization of the downtown core. He will help transition Kathleen into what has been his role, and that mentorship will be valuable for her to receive. Michael is committed to Tucson, and to downtown in particular. His work has been important in what we see going on downtown.

Kathleen has a background in food service management, but most relevant to the new DTP CEO position is the work she has been doing for over 14 years as an Executive Director for downtown community redevelopment in both Michigan and California. For the past three years she has owned Eriksen Development Company, a downtown development and consulting firm.

She'll be drinking water from a fire hose for a while, but in time many of you will get an opportunity to meet Kathleen. She's this week's 'local Tucson' item, even while in transit.

Sincerely,

Steve Kozachik
Council Member, Ward 6
Ward6@tucsonaz.gov

Events and Entertainment

Vamos a Tucson Mexican Baseball Fiesta

September 29 – October 2, 2016

Kino Stadium, 2500 E Ajo Way

Teams from the Mexican Pacific League will be returning to Tucson for the sixth annual Vamos a Tucson Mexican Baseball Fiesta presented by Cox. This year the Naranjeros de Hermosillo, Yaquis de Obregon, Aguilas de Mexicali, Tomateros de Culiacan, and the Cañeros de Los Mochis will face off at Kino Stadium. Tickets are available online at mexicanbaseballfiesta.com.

Homeless Connect**Friday, September 30, 2016 | 8:30 am – 1 pm****Trinity Presbyterian Church, 400 E University Blvd**

Tucson Homeless Connect provides a single location where local agencies, government, businesses, medical providers and the faith community collaborate to help homeless persons with basic needs, referrals and advocacy. For more information on the event or how to help, visit www.tucsonhomelessconnect.org.

Disney on Ice**October 13 – 16, 2016****Tucson Convention Center, 260 S Church Ave**

The ice show is made up of four favorite Disney/Pixar stories, with renditions of Cars, The Little Mermaid, Toy Story, and Frozen. Get warmed up for the show with Mickey's Dance-Along Pre-Show. Tickets are available at Ticketmaster: bit.ly/29xnKZb.

Ongoing...**Fox Theatre**, 17 W Congress St | www.FoxTucsonTheatre.org**Hotel Congress**, 311 E Congress St | hotelcongress.com**Loft Cinema**, 3233 E Speedway Blvd | www.loftcinema.com**Rialto Theatre**, 318 E Congress St | www.rialtotheatre.com**Arizona State Museum**, 1013 E University Blvd | www.statemuseum.arizona.edu**Arizona Theater Company**, 330 S Scott Ave | www.arizonatheatre.org**The Rogue Theatre**, The Historic Y, 300 E University Blvd | www.theroguetheatre.org**Tucson Museum of Art**, 140 N Main Ave | www.TucsonMusuemofArt.org**Tucson Convention Center**, 260 S Church St | tucsonconventioncenter.com**Meet Me at Maynards**, 311 E Congress St | www.MeetMeatMaynards.com

A social walk/run through the Downtown area. Every Monday, rain or shine, holidays too! Check-in begins at 5:15pm.

Mission Garden, 929 W Mission Ln | www.tucsonbirthplace.org

A living agricultural museum and ethnobotanical garden at the site of Tucson's Birthplace (the foot of "A-Mountain"). For guided tours call 520-777-9270.

Children's Museum Tucson, 200 S 6th Ave | www.childrensmuseumtucson.org**Tucson Botanical Gardens**, 2150 N Alvernon Way | www.tucsonbotanical.org

Southern Arizona Transportation Museum, 414 N Toole Ave | www.tucsonhistoricdepot.org

UA Mineral Museum, 1601 E University Blvd | www.uamineralmuseum.org

Jewish History Museum, 564 S Stone Ave | www.jewishhistorymuseum.org